

## **AUTHORITY WELCOMES SENATOR JIM MILLS & DONNA LEE ANDREWS AS NEWEST MEMBERS**

With its February meeting, the Authority now has all nine members in place. The Senate Rules Committee appointed former president pro tempore of the Senate, James R. Mills of San Diego, to its vacancy on the Authority. Speaker of the Assembly, Antonio Villaraigosa, filled the Assembly vacancy by appointing Los Angeles businesswoman Donna Lee Andrews. Mills fills the vacancy created by Mehdi Morshed, who is now the Authority's Executive Director, and Andrews takes over for Dean Florez, who was elected to the Assembly.

Both Mills and Andrews have extensive transportation and rail experience. Mills spent 22 years in the California Legislature, six in the Assembly and the rest in the Senate. He served as chairman of the Transportation Committee and rose to become the Senate leader, the president pro tempore, from 1971 to 1980.

In the early 1970s, Mills sponsored legislation to establish financing for public transit systems throughout the state. He also wrote the bill that led to the development of San Diego's famous trolley system.

From 1977 to 1981, Mills served on the board of directors of Amtrak, becoming its chairman in 1981. From 1986 to 1994, Mills was chairman of the San Diego Metropolitan Transit Development

Board. He also served as chairman of the Los Angeles-San Diego Rail Corridor Agency from 1987 to 1994.

Andrews is well versed in high-speed rail issues in California, having been a member of the previous California Intercity High-Speed Rail Commission. Andrews is also involved in transportation issues in Southern California. Her company, Lee Andrews Group, provides technology, environmental and public affairs services to corporate and public sector clients in the areas of transportation, construction and environmental compliance.

## **AUTHORITY DIRECTS STUDY OF VARIOUS ROUTE CONCEPTS**

With the California Intercity High-Speed Rail Commission's recommended alignment as the "Baseline Corridor," the corridor evaluation lead consultant, Parsons Brinckerhoff (PB), proposed a series of alignment alternatives for the Authority's consideration at the February meeting.

The alternatives represent the key corridor options to be studied as part of the overall high-speed rail system. The Commission reviewed many of the alternatives as part of its work. Regional and local agency input generated several new options for review. *CONTINUED ON NEXT PAGE*

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The Authority accepted PB's route concepts and will determine which alternatives will be included in the business plan at the April, May and June Authority meetings. PB will present findings for the Southern California alignment options at its meeting in San Diego on April 21. The consultants will present Northern and Central California route options at the Authority's San Francisco meeting on May 19. Members will decide on the draft recommended system at its June 16 meeting in Los Angeles.

The alternatives PB will review include:

#### **San Diego Area**

- Terminus at QUALCOMM Stadium downtown San Diego
- Initial Service along the LOSSAN Rail Corridor, using Upgraded Conventional Service

#### **Inland Empire**

- Ontario Airport to Riverside along I-215 Corridor
- SR-91/Metrolink Corridor from Orange County

#### **Orange County**

- SR-91/Metrolink Corridor
- Orange County Branch Terminus

#### **Los Angeles to LAX**

- Existing BNSF Rail Corridor
- Existing UP Rail Corridor

#### **Tehachapi Crossing**

- Antelope Valley/Mojave Pass
- Aquaduct Pass
- I-5/Grapevine

#### **Central Valley**

- East of SR-99
- West of SR-99
- BNSF Rail Corridor
- UP Rail Corridor

#### **Bay Area**

- Altamont Pass
- Pacheco Pass
- East Bay
- Peninsula Corridor
- Terminus at Interface with Regional Transportation System

These alternatives are not a comprehensive list. Although the Authority approved the list, the Authority may consider investigating other options.

The alternatives can be found on the Authority's website, [www.cahighspeedrail.ca.gov](http://www.cahighspeedrail.ca.gov). Copies are also available by calling the Authority office at 916/324-1541. Please direct questions or comments to Dan Leavitt, 310/917-1049.

### **AUTHORITY ADOPTS RAIL SYSTEM POLICIES TO GUIDE STUDY**

At the Authority's January meeting in Sacramento, the System Integration team — led by Arthur Bauer & Associates — recommended pursuit of a high-speed feeder system that builds on existing intercity and commuter rail corridors. The team also presented the first inventory of all of California's intercity and commuter rail operations. At the February meeting in Los Angeles, the Authority adopted policies to guide the system integration plan.

The policies include:

- The high-speed train business plan shall include a spine consisting of very-high-speed service and a complementary high-speed service network.
- The very-high-speed spine shall be capable of operating speeds of 200+ mph; grade separated along the entire line; double-tracked; and electrified. VHS service will not share track with standard U.S. freight.
- The high-speed network shall have the following characteristics: capable of operating speeds of 100+mph; partially grade separated; travel times better than automobile; be limited to corridors where it is more cost effective than VHS service or where VHS is not feasible; may share track with freight or other passenger trains; double track with possible exception of specific locations; need not be electrified.
- The high-speed corridors to be further evaluated for inclusion in the business plan are:

**1.** Colfax/Sacramento/Martinez/Oakland/San Jose/Gilroy; **2.** San Luis Obispo/Santa Barbara/Oxnard/

Los Angeles/Santa Ana/San Diego; **3.** San Luis Obispo/Santa Barbara/Oxnard/Los Angeles/San Bernardino-Riverside/Palm Springs; **4.** San Bernardino-Riverside/Orange County/San Diego; and **5.** current San Joaquin Corridor.

■ State funding for the very-high-speed and high-speed networks to be provided in the business plan shall be limited to capital improvements only. In corridors where operating subsidies may be required to run the service, the source of the operating subsidies shall be identified prior to that corridor's inclusion in the business plan.

■ The Authority will pursue a strategy to identify federal funding opportunities for capital improvements only in both the VHS and high-speed corridors.

■ The Authority will work with Amtrak and the State of California to review the possibility of including the Coast Corridor from San Francisco to Los Angeles as a potential high-speed corridor for inclusion in the business plan.

The Authority will determine which corridors will be included in the business plan at its June meeting. For more information about the system integration plan, contact John Barna at 916/324-1541.

### **VICE-CHAIR SPARS WITH LEGISLATORS AT COMMITTEE HEARING**

Declaring that "the time for high-speed train service in California is now," vice-chairman Ed Graveline outlined the Authority's timeline to complete the business plan for the first time before a legislative hearing. Speaking before a joint hearing of the Assembly and Senate Transportation Committees, Graveline told legislators, "I believe that in order to ensure that the state has the infrastructure necessary to maintain the state's prosperity and economic status for the California of 2020 requires making decisions now, in 1999 and 2000."

Several legislators questioned the Authority's approach, with Assemblyman Tom McClintock (R-Simi Valley) suggesting that the \$23 billion cost to construct a steel-wheel system would be better spent on new freeway capacity.

### **REVISED COST ESTIMATES FOR STEEL-WHEEL & MAGLEV**

Parsons Brinckerhoff updated the cost estimates to construct steel-wheel-on-steel-rail and magnetic levitation high-speed train systems at the Authority's January meeting. The Commission's estimates, which were made in 1996, estimated a steel-wheel system would cost \$20.7 billion and a maglev system \$28.9 billion. Based on annual increases in the construction/building cost indices, PB estimates that the current capital costs for a steel-wheel system on the Commission's proposed alignment is \$23.3 billion, a 12 percent increase. PB estimates the capital costs for a Maglev system on the same alignment to have increased nine percent to \$31.6 billion.

**"The time for  
high-speed train service  
in California is now."**

Ed Graveline, vice-chairman  
High-Speed Rail Authority